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Idaho Transportation Department

News Release

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FOR IMMEDIATE RELEASE

Southwest Idaho highway construction report for April 5-12

BOISE - The following projects in southwest Idaho are under way or starting soon:

ADA COUNTY

BOISE - Idaho 16 Extension, river crossing and road connections (GARVEE)

The next step in the extension of Idaho 16 connecting State Street to Chinden Boulevard is set to begin later this month. Nampa-based Idaho Sand and Gravel Company has been named contractor for the \$8.76-million work to connect the highways with the local roads on either end of the project. These improvements will be done in late summer 2014.

Contracts have already been awarded to connect State to Chinden, including a new 1,726-foot bridge over the Boise River. Work has been under way since last May to build a bridge across the Boise River and Phyllis Canal between U.S. 20/26 and Idaho 44.

GARVEE (Grant Anticipation Revenue Vehicle) bonds allowed the Idaho Transportation Department to advance critical infrastructure improvements in vital corridors throughout the state.

Concrete Placing Co. Inc., of Boise, is the contractor for the first two segments, which total \$30.2 million.

ADA COUNTY

MERIDIAN - Eagle Road resurfacing and medians

This project resurfaced Idaho 55 from Fairview Avenue in Meridian to State Street in Eagle, and installed raised medians from Franklin to Oakhampton Drive, one-half mile north of Chinden Boulevard.

The Eagle Road-Chinden Blvd. intersection is done, except for landscaping, highway striping and items related to the traffic signal. A new signal is being designed that will be added later this month at Wainwright Street and Eagle Road.

One of the last tasks will be to re-stripe Eagle Road in the project area.

Idaho Sand & Gravel Co., of Nampa, is the contractor on this \$4.7 million project.

ADA COUNTY

Eagle Road - Closure of section of Mace Road

A 100-foot section of Mace Road that accesses Eagle Road (Idaho 55) will be permanently closed Monday or Tuesday (April 8 or 9).

The area of the road that is closing is a short section south of the north Boise River channel and west of the

highway. That section was meant only as a temporary access route years ago as the area was being developed.

Motorists will still be able to use the walk/bike path and the remainder of Mace Road, which will remain open.

The closure is in accordance with the department's Access Management philosophy, which limits the number of open accesses to routes on the state highway system because fewer access points result in fewer crashes.

The city of Eagle, Ada County and ITD are in agreement on the closure.

ADA COUNTY

State Street/Linder Road/Ballantyne Lane intersection work

This work is part of the department's Idaho 44 improvement project from Linder Road to Ballantyne Lane. Over the next several months, crews will be rebuilding the Idaho 44/Linder Road intersection and widening Idaho 44 to five lanes. Construction is expected to be completed by this fall.

Flaggers will direct traffic through the construction zone from 7 p.m. to 5 a.m. Traffic will be restricted to one lane at various times during the night. Restrictions will be in place Sunday through Thursday for each of the next three weeks. During the day, construction will be limited to the shoulder and side of the roadway and will not restrict traffic.

East- and westbound traffic on Idaho 44 is shifted into temporary lanes south of the highway. There is a temporary traffic signal operating at Linder. The shift allows crews to work on widening and rebuilding the north side of the highway. The traffic shift will be in place at all times throughout this spring.

From spring through early summer, crews will be working on the second phase of improvements, which will include widening and rebuilding the north side of Idaho 44 from Linder to Ballantyne and rebuilding the east side of the Linder Road intersection.

The project is expected to be complete by this fall.

Central Paving, of Boise, is the contractor on this \$9.23 million project.

ADAMS, WASHINGTON COUNTY

U.S. 95 resurfacing Manns Creek to Alpine Store

Sections of U.S. 95 totaling 31.1 miles, from Manns Creek to Shoepeg Road and Cambridge to the Alpine Store, will be resurfaced in a project this summer to extend the life of the road and improve traction for drivers.

The resurfacing will take place starting in June, from milepost 87.5 to 108.9, and from 113.7 to 123.4. The route travels through Washington and Adams counties. They are expected to finish by late August.

The work is part overlay and part CRABS (Cement Recycled Asphalt Base Stabilization). CRABS is an in-depth resurfacing method. The existing roadway is pulverized down to the gravel base, cement is added to the pulverized material, and finally a new layer of asphalt pavement is placed on top.

More than 6,000 feet of guardrail will be replaced to meet current standards. The project also will include some improvements to bridge decks and the current drainage systems at Monroe Creek (milepost 88.3) on the southern end of the project area and 18 miles farther north at Keithly Creek (milepost 106.5).

Knife River Corp. Northwest, of Boise, is the contractor on this \$6 million project.

BOISE COUNTY

Idaho 21 resurfacing to Lowman

A resurfacing project covering 20.4 miles of Idaho 21 in Boise County has wrapped up for this construction season. The project has been suspended for the winter. Work will resume in early July, as consistently hot temperatures are required for the remaining resurfacing.

The project runs from Mores Creek Summit to Clear Creek Bridge below Lowman, adding a Stress-Absorbing Fiberglass Layer with Emulsified Asphalt (SAFLEA) on two adjoining sections of Idaho 21 (milepost 52.3 to 60 and 60 to 72.7), conducting slope stabilization, and upgrading guardrail at existing locations.

A SAFLEA treatment, which will be added next summer, is a seal coat with a coating of chopped glass fibers between the oil and gravel aggregates to enhance durability and reduce cracking.

Knife River Corp, of Boise, is the contractor on this \$3.9 million project.

OWYHEE COUNTY

Murphy – Idaho 78, Scorpion Creek Bridge

A five-month project to place a bridge over Scorpion Creek on Idaho 78 in Owyhee County began Tuesday (April 2). The south side of the bridge will be built first, then the north side.

The new concrete slab bridge will replace three corrugated-metal culverts that run under the roadway at milepost 23. One culvert is completely plugged. The other two culverts are more than halfway filled with sediment from the creek. Water runs over the highway at that location during periods of high water, creating a safety hazard.

The new bridge addresses a safety concern with water spilling over the roadway every time Scorpion Creek floods, which is nearly an annual event. The new bridge, about six miles northwest of Murphy, will accommodate higher water levels. The roadway elevation also will be raised about two feet. The roadway approaches will be reconstructed to match the new height and the wider bridge.

No night or weekend work is anticipated but is not prohibited, if necessary, to finish the project on time. One lane of traffic will be maintained across the bridge during construction, controlled by a temporary traffic signal. Flaggers will be used when needed.

The existing culverts will be removed as needed to build the new bridge while still allowing for water flow.

VALLEY COUNTY

CASCADE – Bridge Replacement

A replacement of the North Fork Payette River Bridge in downtown Cascade has begun again after being shut down during the winter. The bridgework will extend into late fall 2013.

This summer also saw resurfacing of the roadway between the bridges in town.

This project will replace the old, narrow, width-restricted bridge built in 1933 with one more than twice as wide. The existing bridge is 24 feet wide, and will be replaced with a 60-foot wide, 393-foot long, three-span bridge. The new bridge will have two 12-foot lanes, two 11-foot shoulders and a 14-foot median.

In addition, a paved extension will be built to the dirt shared-use path under the bridge on the north side of the river that provides access from both sides of the bridge to the new riverside park. The short section under the west half of the new bridge has been graded, but has not yet been paved.

In the first stage, two-thirds of the new bridge will be built to the west of the existing structure. Traffic will be maintained on the existing bridge through this first stage of bridge work, and then will be routed to the new section of bridge for the remaining work as the old bridge is demolished. There will be traffic interruptions while the new roadway section leading to the new bridge is built.

From Monday through Thursday, work that limits drivers to one lane in each direction is only allowed between 9 a.m. and 4 p.m. Two lanes will be maintained between noon Friday and noon Monday. A river safety and

navigation plan will be in place for recreationists that use this section of the river.

Crews poured half of Stage 1 diaphragms and the wing wall at Abutment 1 this week. They will begin with the deck rebar next week.

Wadsworth Brothers Construction Co. Inc., of Draper, Utah, is the contractor on this \$4.83 million project.

WASHINGTON COUNTY

WEISER – replacement of bridge over Weiser River

The replacement of a 78-year-old bridge over the Weiser River south of Weiser began March 4, with several significant traffic impacts. The work on U.S. 95 is expected to be done by the end of this year. Traffic is restricted to one lane across the bridge. North- and southbound traffic will alternate across the bridge, controlled by temporary signals at both ends of the structure.

Drivers are reminded to use patience during reconstruction and perhaps consider an alternate route, such as Oregon State Route 201 and the U.S. 95 Spur.

Traffic volume increases on U.S. 95 on weekends, so electronic message boards, both on the side of the highway and overhead on westbound I-84, will be used to alert motorists of bridge restrictions. Crews plan to work Mondays through Fridays, but will be off the highway on weekends and holidays.

The two-lane bridge, one of 99 remaining on the state system built before 1936, will be replaced with a three-lane structure. The existing bridge has 26 feet of drivable width, but the new one will be expanded to 48. An average of 7,300 vehicles use the bridge daily. More than 100 million vehicle trips have been taken across the bridge during its lifetime.

In addition to replacing the aging bridge, crews also will reconstruct more than 500 feet of bridge approaches at the north and south ends.

The existing bridge has a sidewalk and two 13-foot lanes but no shoulders. The new bridge will have two 12-foot lanes and a 12-foot center turn lane. The project features a two-foot buffer next to the decorative bridge railing, a five-foot shoulder and a five-foot sidewalk on the west side. No bike lanes will be included in the project.

The contractor has nearly completed driving piles for a Stage 1 pier, and has almost completed Stage 1 demolition of the old bridge. Crews will continue to work on pier one next week.

Braun-Jensen, of Payette, is the prime contractor on the \$4.8 million project.

DISTRICTWIDE

Sign repair/replacement

Nearly 150 highway signs along southwest Idaho roads will be repaired starting in early June as ITD performs annual sign repairs. ITD is responsible for providing safe roads for Idaho motorists, which includes ensuring clear and understandable information by providing proper signage on roadways.

The signs to be repaired are located on Interstate 84 from the Oregon Border to just east of Mountain Home (milepost 0-121), on the Connector, U.S. 20/26 in Boise and on the U.S. 95 Spur in Fruitland.

Of the 149 sign locations to be upgraded, 73 sign locations are in need of total replacement of sign faces, posts and foundations. Another 76 will have new sign faces only.

"Almost 26,000 square feet of signs will be repaired, with crews replacing damaged posts, replacing old sign bases with new break-safe sign bases, improving brackets and updating the reflectivity on sign panels where the paint has dulled," said ITD project manager Jim Justice.

Most of the work will be on the shoulder and will not require lane closures. All work that impacts traffic will be

conducted overnight. No work will take place on the Connector during the evenings of home Boise State football games.

Lane closures will be coordinated with special events if necessary. Work also will not be done during the Fourth of July holiday.

This work will be done under a contract, as the sheer volume of sign repairs would quickly overwhelm ITD's five-man Sign Crew. Most of the signs are original and are fading.

The project is expected to finish by late summer/early fall.

Pavement Markings Northwest, of Boise, is the contractor on this \$907,000 project.

Highway construction is one of the key forces pushing Idaho toward continued economic vitality by creating jobs, improving safety and reducing traffic congestion.

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